

OUR JOBBING DEPARTMENT
HAVING been REPLEN-
ISHED WITH a large as-
sortment of the latest European
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
neatness and despatch, and at
very moderate rates.

CHINA MAIL OFFICE.



THE China Mail

Established February, 1845.

VOL. XLX. No. 9782.

號二廿月六年四十九百八千一英

HONGKONG, FRIDAY, JUNE 22, 1894.

日九月五年午甲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C.; George Street & Co., 30, Cornhill; Goron & Goss, 12, Threadneedle St.; H. H. Hart & Co., 37, Watford, E.C.; SAMUEL DRAGON & CO., 150 & 154, Leadenhall Street; W. M. WILLIS, 157, Cannon Street, E.C.; ROBERT WATSON, 180, Fleet Street.
PARIS AND EUROPE.—AMEDEE PEINOK, 36, Rue Lafayette, Paris.
NEW YORK.—J. STEWART HAPPER, THE UNITED EVANGELIST OFFICER, 52, West 22d Street.
SAN FRANCISCO AND American Ports generally.—BEAN & BLACK, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.
CEYLON.—W. M. SMITH & CO., THE APOTHECARY CO., Colombo.
SINGAPORE, STRAITS, &c.—KELLY & WALSH, LTD., Singapore.
CHINA.—MIZO, A. A. DA CRUZ, Amoy, N. MOATHE & CO., LIMITED, Amoy, Heng & Co., Shanghai, LANE CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

Intimations.

KIUNGCHOW DISTRICT.
LOCAL NOTICE TO MARINERS,
No. 2.

HOIHOU HARBOUR LIGHT.

NOTICE is hereby given that the HOIHOU HARBOUR LIGHT was exhibited for the first time at sunset on the 15th JUNE, 1894.

The illuminating apparatus is a four-sided

electric one of the Sixth Order showing three white flashes in rapid succession every forty-five seconds and between each group of three white flashes a single red flash.

The Lighthouse stands 464 yards South

of Hoihou Bay, and the Light, which is elevated 73 feet above the level of the sea, should be visible in clear weather at a distance of 10 miles in all directions where it is not obscured by land.

The Tower is round of iron, with a total height from its base to lantern vase of 22 feet.

The tower, dwellings and boundary wall are white.

Approximate position :—

Latitude 30° 1' 15" N.
Longitude 110° 16' 10" E.

O. J. PRICE,
Acting Harbour Master.

Approved :—
F. S. UNWIN,
Acting Commissioner of Customs.

Custom House,
Kiungchow, 16th June, 1894.

1056

THE HONGKONG ELECTRIC COMPANY, LIMITED.

Interest allowed on Current Accounts at the Rate of 2 % per Annum on the Daily Balance.

ON FIXED DEPOSITS :—

For 12 Months.....5 %

For 6 Months.....4 %

For 3 Months.....3 %

JOHN THURBURN,
Manager, Hongkong.

Hongkong, June 18, 1894. 228

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000.
RESERVE FUND.....\$4,200,000.
RESERVE LIABILITY OF.....\$10,000,000.
PROPRIETORS.....\$10,000,000.

COURT OF DIRECTORS :—

C. J. HOLLIDAY, Esq.—Chairman.
J. S. MOSEY, Esq.—Deputy Chairman.

R. M. Gray, Esq. | A. MacConachie, Esq.
H. Hopkins, Esq. | S. C. Macmillan,
H. H. Jones, Esq. | Esq.
Hon. J. J. Koswick, D. R. SASSOON, Esq.
Julius Kramer, Esq.

CHIEF MANAGER :—
Hongkong.—T. JACKSON, Esq.

MANAGER :—
Shanghai.—H. M. BEVIL, Esq.

LONDON BANKERS.—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Accounts at the rate of 2 per cent, per annum on the daily balance.

ON FIXED DEPOSITS :—

For 3 months 3 per cent, per annum.

" 6 " 4 " "

" 12 " 5 " "

T. JACKSON,
Chief Manager.

Hongkong, May 31, 1894. 332

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

T. JACKSON,
Chief Manager.

Hongkong, May 15, 1893. 1515

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL.....\$2,000,000.

CAPITAL CALLED UP.....\$25,000,000.

Banks :—

CAPITAL & COUNTIES BANK, LIMITED.

Head Office :—

3, PRINCES STREET, LONDON.

Branches :—

BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies :—

PENANG, SINGAPORE AND YOKOHAMA.

BALTIMORE TRADING CO., LIMITED.

Allowances of INTEREST

Allowed on Current Accounts and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,
Manager.

Hongkong, November 6, 1893. 247

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID-UP.....\$800,000.

RESERVE LIABILITY OF SHAREHOLDERS.....\$2,000,000.

RESERVE FUND.....\$275,000.

INTEREST allowed on Current Accounts at the rate of 2 % per annum on the Daily balance.

On Fixed Deposits for 12 months 5 %

" 6 " 4 " "

" 12 " 3 " "

A. O. MARSHALL,
Manager, Hongkong.

Hongkong, May 17, 1894. 336

Business Notices.

W. LANE, CRAWFORD & CO.

SUMMER HOSEY AND OUTFITTING.

BATHING DRAWERS.

MEN'S BATHING COSTUMES, LADIES' BATHING DRESSES, TOWELS, BATH-BLANKETS, BATHING GOWNS.

SWIMMING BELTS.

FANCY FLANNEL SHIRTS, TENNIS SHIRTS, NEW TENNIS JERSEYS.

STRAW HATS.

NEW SCARFS, TIES AND CRAVATS.

CELLULAR SHIRTING FOR SUMMER.

LANE, CRAWFORD & CO.

Hongkong, May 8, 1894. 780

MOUNT AUSTIN HOTEL.

Telegraphic address, "MOUNT AUSTIN HOTEL," HONGKONG, 1,400 FEET ABOVE THE SEA LEVEL. TELEPHONE No. 35.

THIS MAGNIFICENT HOTEL is situated at the most beautiful and healthy part of the Hill District. The air is deliciously cool and bracing; the temperature being at least 10 degrees lower than in the valley bottom. Luxuriously furnished and appointed.

THE CUISINE is under the personal superintendence of an experienced EUROPEAN STEWARD.

LAWN TENNIS.—Three Courts in splendid condition are kept for the use of visitors.

THAWING TICKETS are supplied to Residents and Visitors at the HOTEL at reduced rates.

For further Particulars, apply at the OFFICE 38 and 40, Queen's Road Central, or to THE MANAGER, MOUNT AUSTIN HOTEL.

Hongkong, May 29, 1894. 937

W. POWELL & CO.

BATH BLANKETS, BATH TOWELS, BATH SPONGES, BATH BRUSHES, BATH GOWNS, BATHING SUITS, BATHING DRAWERS, BATHING CAPS.

W. POWELL & CO.

Hongkong, May 29, 1894. 230

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undersigned PORTS on the DATES named :—

FOR STEAMSHIP. DATE. REMAINDERS.

LONDON via MARSEILLE.....Bombay.....About 25th June.....Freight or Passage.

SHANGHAI.....Clyde.....About 1st July.....Freight or Passage.

SHANGHAI.....Shanghai.....About 2nd July.....Freight or Passage.

LONDON, &c. RIVER.....Rohilla.....Noon, 5th July.....See Special Advertisement.

For further Particulars, apply to

P. & O. S. N. CO.'S OFFICE, HONGKONG, JUNE 22, 1894.

H. H. JOSEPH, Superintendent.

Hongkong, June 22, 1894. 1057

DAWSON'S PERFECTION OLD SCOTCH WHISKY.

ALLISTON & CO., SOLE AGENTS, HONGKONG AND THE FAR EAST.

62, QUEEN'S ROAD CENTRAL.

Hongkong, November 11, 1893. 1949

H.-KONG TRADING CO.

FIRST CLASS DRESS-MAKERS

MILLINERS AND DIAMOND JEWELLERY.

MODERATE CHARGES.

HONGKONG TRADING CO., IN REAR HONGKONG DISPENSARY.

Hongkong, June 14, 1894. 1026

HONGKONG HOTEL.

Telegraphic Address, "KREMLIN," HONGKONG, 1,400 FEET ABOVE THE SEA LEVEL. TELEPHONE No. 32.

THE MOST COMMODIOUS AND BEST-APPOINTED HOTEL in the Far East; situated in the centre of the town, opposite the General Post Office and the Hongkong Club, and adjacent to Pedder's Wharf (the principal landing stage of the Colony).

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

The TABLE D'HOTE, at separate tables, is supplied with every delicacy.

The BED-ROOMS, with adjoining BATH-ROOMS, are lofty and well ventilated, open to spacious Verandas, are lighted by gas and fitted throughout with electric communication.

The READING, WRITING, and SMOKING ROOMS, LADIES' DRAWING ROOMS, the NEW BAR and PUBLIC BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

WINES and SPIRITS of the BEST BRANDS only.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WAITERS are continually on duty.

R. TUCKER, Manager.

Hongkong, October 21, 1893. 1842

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the Chinese Review, contains one of the best Sketches of Formosan Life yet written.

A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, \$1—At Messrs. LANE, CRAWFORD & CO., and Messrs. KELLY & WAL

FRIDAY, JUNE 22, 1894.

Mails.

To-day's Advertisements.

STEAM FOR
STRAITS, Ceylon, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship ROHILLA, Captain J. C. Long, carrying Her Majesty's Mail, will be despatched from this for BOMBAY, on THURSDAY, the 6th July, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. ORIENTAL, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port in the 27th JULY, 1894.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be convoyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, June 21, 1894. 1060

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Peking (via Nagasaki, Kobe, W'nesday, July 11, Island Sea and Yokohama) ... at 1 p.m.

China (via Nagasaki, Iwakura, Inland Sea and Yokohama) ... at 1 p.m.

Port (via Nagasaki, Iwakura, Inland Sea and Yokohama) ... at 1 p.m.

The U. S. Mail Steamship CITY OF PEKING will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 11th July, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line sail through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point in their voyage. Through passenger tickets are granted in England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on through the route of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Bills will be received on board until 4 p.m. on the day previous to sailing. Parcels will be received at the office until 4 p.m. same day; all Parcels should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, June 20, 1894. 1067

To-day's Advertisements.

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

The Co.'s Steamship Changsha, J. E. Williams, Commander, will be despatched as above on SATURDAY, 30th Instant, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 22, 1894. 1044

Vessels Advertised as Loading.

Destination	Vessels	Agents	Date of Leaving
Bremen & Port of Call	Bayern (s)	Norddeutscher Lloyd	About June 25.
Hongkong	Haihung (s)	Messageries Maritimes	June 23, at 3 p.m.
Rome and Alexandria	Ismailia (s)	Shewan & Co.	June 25.
London, & Marseilles	Hainay (s)	P. & O. S. N. Co.	About June 25.
London & Port of Call	Rohilla (s)	B. & S. N. Co.	July 5, at noon.
London, & Suez Canal	Nestor (s)	Butterfield & Swire	July 10, daylight.
London, and Hamburg	Turbo (s)	Arnold, Katherberg & Co.	About June 4.
Marseille, & Saigon	Oceanicus (s)	Messageries Maritimes	About June 27, noon.
New York	Dward May	Shewan & Co.	Quick despatch.
New York	Didot Hill	Siemers & Co.	Quick despatch.
Quezonland Ports, &c.	Paramita	Shewan & Co.	Quick despatch.
S. Francisco, v. Java	Gasile (s)	O. & O. S. C. Co.	June 30, at 3 p.m.
S. Francisco, v. Japan	City of Peking (s)	Pacific Mail S. C. Co.	July 1, at 1 p.m.
San Francisco	Silberhorn	P. & O. S. N. Co.	About July 1.
Shanghai	Olyde (s)	P. & O. S. N. Co.	About July 2.
Shanghai	Shanghai (s)	Ward & Co.	June 30, at noon.
S'pore, P'ng & B'way	B'ruida (s)	Douglas Lapraik & Co.	June 24, daylight.
S'wato, Amoy & T'au	Hailong (s)	B. & S. N. Co.	June 27.
Tientsin	Kweiyang (s)	Empress of India (s)	July 4, at noon.
Vancouver (B.C.)	Tacoma (s)	Canadian P'tic. Co.	July 7, at 4 p.m.
Victoria (B.C.)	Tacoma (s)	Nor. P'tic. S. & R. Cos.	

MEMOS. FOR TO-MORROW.

Shipping.

3 p.m.—Haiphong leaves for Haiphong.

A. S. WATSON & CO., LIMITED.

OCEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR NEW FACTORY has been recently fitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.

The parent ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

COAST PORT ORDERS,

wherever practicable, are despatched by first steamer leaving after receipt of order.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is
'DISPENSARY, HONGKONG.'

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock—

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SALTZER WATER

PURE TABLE WATER

LITHIA WATER

SARASPARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE

No Credit given for Bottles that look dirty or greasy, or appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED.

The Hongkong Dispensary, Hongkong.

The Shanghai Pharmacy, 24, Nanking Road, Shanghai.

Boys' Infirmary, 14, Escolta, Manila.

The Canton Dispensary, Canton.

The Dispensary, Foochow.

The Hongkong Dispensary, Hankow.

The Hongkong Dispensary, Tientsin.

London Office, 8, Fenchurch Buildings, R.C.

Hongkong, June 16, 1894. 1033

The publication of this issue commenced at 6.35 p.m.

The China Mail.

HONGKONG, FRIDAY, JUNE 22, 1894.

THE proceedings at the Sanitary Board meeting held yesterday (which are fully reported elsewhere) will be regarded by the public with varied feelings. It may at once be laid down that the questions discussed are much too serious to admit of being treated in any flippant or bantering tone.

Messrs. May and Francis were the only two members of the Board who seemed to approach the subject of debate daily impressed with the earnestness with which the importance of the questions dealt with demanded.

We must all, of course, regretfully submit to the rate of the Chinese Q.C.,

although at the same time the seeming but perhaps unconscious flippancy of the Chairman would naturally have something to do with the disturbance of the legal member's bile.

Leaving all personal animosities for the present—by the way, they were unfortunately originated by Mr. May, no doubt in all innocence and without the least idea of creating discord—it will be more profitable to take a glance at the position of the Board, past and present.

It may be readily seen that the letter sent in by the Government, asking the Board

to give an opinion in regard to the steps necessary for the completion of the separate system of drainage by compelling owners of private property to connect the house-drains to the public sewer,

was calculated to raise nearly all the burning questions which have raged of late around the Board table about drainage and drain-making powers.

The difficulty presented by the existence of a divided responsibility for drainage improvements is not by any means a new one.

It has tended to subvert the relations of the Board with the Government for many years past; and the fact that the Sanitary Survey, nominally in the service of the Board, has

always been a public officer who owed undivided allegiance to the Public Works Department and not to the Board, has invariably made matters worse rather than better.

Not once, but many times, the Board has been somewhat rudely reminded by the Government that such and such a drain was under the peculiar control of the P.W.D., and that the Board had nothing whatever to do with it.

On more than one occasion things came very near, if not altogether, to a dead-lock.

The Board was, if we may not reconstruct, because of the soreness begotten of this vexed question; and, like all family or other 'skeletons,' it is liable to appear at most unexpected times.

The meeting of yesterday was one of those occasions, and the skeleton—or, to change the metaphor, the red rag—was duly introduced this time, by the Governor, the Chairman of the Board (in his capacity of Acting Colonial Secretary), and the Acting Director of the P.W.D.

It was a curious coincidence, to say the least, that there was laid on the table of that same meeting certain minutes which might have formed the text for a discourse quite as warm as that which took place, and one framed upon the same lines.

A complaint had been made to the Board, that a nuisance existed at Kowloon, and as that alleged nuisance emanated from a public sewer, the Acting Director of Public Works set off in the form of a minute the well-known formula,—

'This is a public sewer: the matter should be referred to the P.W.D.'

That is, being interpreted, 'It is in our business, and none of yours,' as has been often remarked before.

Dr. Hartigan, one of the new members, made a minute to the effect that

'Whether or not the Board is responsible for the creation of a public sewer is

'whether or not the Board is responsible for the creation of a public sewer is

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'whether or not the Board is responsible for the creation of a public sewer is

The P. & O. s.s. Shanghai left Singapore for this port on the 21st inst., at 6 p.m.

We learn from *Le Courier d'Haiphong* that Messrs Martyn and d'Abbadie have built a small steamer, the *Bao-ha*, for the mail and passenger service on the Red River at Tonkin. The steamer is expected to prove valuable for quick transit between Haiphong and Lao-kai.

DURING the past fortnight several well-known firms of compradores have ceased to do business, and the folks have left the Colony apparently without making the slightest provision for collecting bills or paying debts. In the Summar Court this morning, the Wing Wo poultry shop, Central Market, brought an action against the Wai Loong, compradore shop to recover payment for poultry supplied. The Acting Chinese Judge (Mr A. G. Wise) said this was his compradore, and Mr C. D. Wilkinson, who was sitting in Court, informed the public that he honoured the same general dealer with his custom. His Lordship said it would be interesting to know who they were going to pay for the provisions received during the first week of the current month. He said it was also interesting to learn that their compradores obtained their poultry and beef from the market, and he propounded the problem why the customers should not deal with the poultry and the butcher direct, instead of through a middleman who must have his "squeezes." The suggestion worthy of consideration in these dull and needy times. His Lordship might pursue his inquiries a little further and ascertain for the benefit of the general consumer how it is that compradores' prices under go so many "ups" and so few "downs." Exchange is to blame for a lot, but it is surely not responsible for the alarming increase in compradores' prices during the past year. There need be no anxiety, we should imagine, on the score of who is to receive payment for the Wai Loong. His Lordship may keep his mind easy. The bill will find him out "in due course."

REPLYING to a recent discussion in Parliament, the *Spectator* says:—Sir Wilfrid Lawson proposed that the Queen in conferring a title of honour should always state, as she does in conferring the Victoria Cross, the special merit on account of which that honour is conferred. This was a motion, said Sir Wilfrid Lawson, which had nothing to do with official duties; it concerned only "peasants, baronets, knighthoods, star-garters, and thistles." These honours at present were of no value. Take a baronet. A baronet is a man who is not a gentleman and who has ceased to be a gentleman. Nevertheless, all sorts would be nobles, and all nobles would be peers. When a title was conferred on a soldier the patient should reward how many people he had killed; as a politician, how many constituents he had corrupted; on a brewer, how many guests of beer he had brewed in a year. Sir William Harcourt replied that he could not agree to the proposal. The old patients need to enumerate the grounds on which the honour was conferred, but they were like epitaphs, the enumerated merits which no one ever suspected of possessing. If Sir Wilfrid Lawson, for instance, were to be described, he would probably be spoken of as possessing every virtue under the sun, except that which the Victoria Cross had been praised for sometimes recording, namely, that he had saved somebody from water. And to give a reason for a decoration would probably destroy the estimate in which it was held; at least Lord Melbourne said that what makes the Garter the first Order in Europe, is just the fact that there is no merit ever attached to it at all. As romances with a view to the dullest and poorest, so we would lose instead of gain in appreciation for having a moral attached. It will destroy all the mystery of the title, all the speculation about it, to assign a reason for it. "We know that thing is neither rich nor rare; the wonder is how in the name of fortune it got there." The resolution was negative by 52 votes against 34, majority 18. After all, titles are needed, if only to set off democratic ruggedness.

THE PLAGUE IN HONGKONG.
We believe that several complaints have been made of late regarding the manner in which the scavenging of the city is being carried on. Some of the general scavenging is said to be thrown upon the special staff of the Sanitary Board, while much of the work is being performed in a very perfunctory and unsatisfactory manner. If this is correct it would be well for the Government to ascertain if the contractor, to whom this particular branch of the service is delegated, is receiving his full contract pay.

The following are the statistics for the twenty-four hours to noon to-day:

	Inches	Mil	Cm.	Total	Inches	Mil	Cm.	Total
Admissions	0	8	5	15	1	1	1	2
Deaths	0	0	0	0	11	1	1	12
Under-treatment	8	41	22	31	1	1	1	1
Under-treatment	8	41	22	31	1	1	1	1

Mr Philip Hale, writing in the *Musical Courier*, gives a strange account of things at Boston in connection with the performance of a *Miracle Play*. The orchestra was composed of three strong musicians, a violinist, flautist, and harpist, none of whom had previously seen the play; but they, according to the managers, Miss Algar, "knew they were to give an overture, introduce the scenes with short selections, and play a measure or two of music where they knew there were 'situations.' The strains chosen to accompany the sacred drama included a waltz, played at the close of the incidents in the 'Garden of Gethsemane'; 'Daisy Bell,' which accompanied the bargaining of *Judas* with the priests; 'After the Ball,' selected for attendance upon 'Remember Me,' to which the curtain rose upon the trial scene, this being immediately followed by 'Old Folks' at Home.' Selections from 'Ermine.' All this, say Mr Hale, "was shocking to produce a smile." Yet it was a young girl's daughter, who got up the show. We are performing in the celebration of the 'Reast of the Daugh-

ter,' about which we must present few

THE SANITARY BOARD.

DISCUSSION ON THE SEPARATE DRAINAGE SYSTEM.

As briefly reported last night, a discussion took place in the Sanitary Board over the following letter from the Acting Colonial Secretary (Hon. J. H. Stewart Lockhart):—

The Acting Colonial Secretary, undate of 15th June last, wrote as follows to the Acting Secretary of the Board:—

"I am directed to state for the information of the Sanitary Board that in His Excellency's opinion it is manifestly undesirable to allow the continuance of the use of storm water drains as sewers, where it is available, and I am, therefore, to request that the Board will be so good as to express their opinion in regard to the steps necessary for the completion of the separate system of drainage by compelling owners of private property to connect the household drains to the public sewers without delay in cases where it is practicable."

Appended was the following minute:—

Mr J. J. Francis, Q.C.—A special meeting of the Board had better be called for the purpose of discussing this very important matter.

Dr Hartigan, Mr R. K. Leigh and the Acting Director of Public Works agreed with Mr Francis' suggestion.

The President.—It occurred to me that before calling a special meeting it would be better to refer this matter to those members who have a special knowledge of sanitary matters to bring up a report at another meeting.

We have a number of experts on the Board, the Director of Public Works, Dr Hartigan, Dr R. K. Leigh and the Acting Director of Public Works agreed with Mr Francis' suggestion.

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whole place. There is no power to compel the householders to connect their houses with the new system. The Government should start and put in the drains right away.

The Acting Director of Public Works—The

separate system is practically complete so far as the public sewers at least.

The question is what has been done to connect the houses draining into the storm-water drains.

There is, no doubt, a considerable amount of unmitigated trouble talked about in the *Evening Standard West*.

In Bonham Strand West, we have a large drain, while receiving drainage from many houses—while discharging into the sea.

There is a large drain, which receives the sewage from many houses—while discharging into the sea.

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by which the storm water by which alone the large drains were kept in order, according to Mr Chadwick's own statement, were diverted from the storm-water drains. There has been a complete want of communion in the supervision exercised by the head of the Public Works Department.

While one of the sub-departments of that Department has been absolutely closing the mouths of these drains, another department has been turning the houses into sewage into them and making them into cesspools.

In Bonham Strand West, we have a magnificient illustration of it. There is a large drain, while receiving drainage from many houses—while discharging into the sea.

